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TRADE WITH THE BRITISH COLONIAL PORTS.

LETTER

FROM

THE SECRETARY OF THE TREASURY,

TRANSMITTING

A report on the effect and operations of the existing arrangements between the United States and Great Britain, regulating the trade with the British American colonies.

DECEMBER 30, 1839.
Referred to the Committee on Foreign Affairs.

TREASURY DEPARTMENT,
December 12, 1839.

SIR: This report is respectfully made in compliance with the resolution of the House of Representatives, of the 25th of February, 1839, directing the Secretary of the Treasury "to report to the House of Representatives, as early as practicable at the next session of Congress, whatever information there may be accessible to his department, to show the effect and operation of the existing arrangements between the United States and Great Britain, regulating the trade between this and the British American colonies, and especially in regard to the following points, viz:

1. "Into what ports and places of the British colonies in the West Indies, and elsewhere in America, the vessels of the United States are admitted on the same terms that British vessels are admitted into all the ports of the United States; and for the importation or exportation of what description of merchandise.

2. "Whether the ports of the British colonies have been opened to the vessels of the United States, and continue open, in the true sense of the act of Congress of May 29, 1830, and of the proclamation of the President of the United States of October 5, 1830, founded on said act.

3. "The relative amount of tonnage, British and American, entered and cleared for each of the several years, from 1828 to 1838, inclusive, in all the ports of the United States."

In answer to the first branch of the inquiry, I would remark, that "the ports and places of the British colonies in the West Indies, and elsewhere in America," into which "the vessels of the United States are admitted on the same terms that British vessels are admitted into all the ports of the United States; and for the importation or exportation of what description of merchandise," are designated and specially enumerated as "free ports," in an act of the

British Parliament, passed in the reign of William the Fourth, entitled "An act to regulate the trade of the British possessions abroad," and bears date the 28th of August, 1833. An extract of so much of the act as is applicable to the subject of inquiry has been taken from Hume's "Laws of the Customs," and is herewith transmitted, (marked A.) This extract also contains a list of prohibited articles which are not allowed to be imported in either British or American vessels, except under certain restrictions mentioned in the act. It therefore appears that, with these exceptions, American vessels may import into the British ports opened to all descriptions of goods or merchandise, the production of the United States, and all descriptions of merchandise may be exported therefrom by said vessels, subject to the same duties only as are paid by British vessels, except in one particular, so far as the department has been able to ascertain. That particular is stated in the letter from the United States consul at St. John's, New Brunswick, (marked B,) and refers to the exportation of coal; on which article it seems an export duty of four shillings sterling per ton is levied in the case of American vessels, and no duty charged when exported in British vessels. This is considered by the Secretary of State an unlawful charge, and an infraction of the commercial arrangement existing between the two countries. (Vide paper C.)

In regard to the second branch of the resolution—"whether the ports of the British colonies have been open to the vessels of the United States, and continue open, in the sense of the act of Congress of May 29, 1830, and of the proclamation of the President of the United States of October 5, 1830, founded on said act"—I beg leave respectfully to refer the House to the accompanying letter from the Secretary of State, (marked D,) and also to letters from certain American consuls, (lettered from E to K, inclusive.) They show that, with the exception in regard to the charge on the importation of coal before mentioned, the ports of the British colonies have been opened to the vessels of the United States, and continue open, in the true sense of the act of Congress, and the proclamation of the President, mentioned in the inquiry.

In answer to the third and last clause of the resolution, I have the honor to transmit a statement, prepared by the Register of the Treasury from the collectors' returns, (marked L,) exhibiting "the relative amount of tonnage, British and American, entered and cleared for each of the several years from 1828 to 1838, inclusive, in all the ports of the United States."

I deem it proper to remark, that the information called for under the resolution not being in the possession of the department, it was thought that the best means of obtaining it would be through the medium of the United States consuls resident at ports in the British colonies. A circular, of which the accompanying paper (marked M) is a copy, was accordingly addressed to each of those officers, and the information exhibited is contained in their answers before referred to in this report. Copies of this circular were also sent to some of the collectors of districts between which and the British colonial ports the most frequent commercial intercourse is carried on; but the only information procured from that source is contained in letters from the collectors of the districts of Portland and Passamaquoddy, herewith transmitted, (marked N and O.)

All of which is respectfully submitted.

LEVI WOODBURY,
Secretary of the Treasury.

Hon. SPEAKER *of the House of Representatives.*

A.

Extract from so much of the act of the British Parliament, passed in the reign of William the Fourth, and bearing date the 28th August, 1833, entitled "An act to regulate the trade of the British possessions abroad," as is applicable to the inquiry contained in the resolution of the House of Representatives of the 25th February, 1839.

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II. *And be it further enacted*, That no goods shall be imported into, nor shall any goods, except the produce of the fisheries in British ships, be exported from, any of the British possessions in America, by sea, from or to any place other than the United Kingdom, or some other of such possessions, except into or from the several ports in such possessions called "free ports," enumerated or described in the table following, that is to say:

TABLE OF FREE PORTS.

Kingston, Savannah Le Mar, Montego bay, Santa Lucia, Antonio, St. Ann, Falmouth, Maria, Morant bay, Annotto bay, Black river, Rio Bueno, Port Morant	Jamaica.
St. George	Grenada.
Rousseau	Dominica.
St. John's	Antigua.
San Josef	Trinidad.
Scarborough	Tobago.
Road Harbor	Tortola.
Nassau	New Providence.
Pitt's Town	Crooked Island.
Kingston	St. Vincent's.
Port St. George, and Port Hamilton	Bermuda.
Any port where there is a custom-house	Bahamas.
Bridgetown	Barbadoes.
St. John's, St. Andrew's	New Brunswick.
Halifax, Pictou	Nova Scotia.
Quebec	Canada.
St. John's	Newfoundland.
Georgetown	Demarara.
New Amsterdam	Berbice.
Castries	St. Lucia.
Basseterre	St. Kitts.
Charles Town	Nevis.
Plymouth	Montserrat.
Sydney	Cape Breton.
Charlotte Town	Prince Edward's island.
Anguilla	Anguilla.

And if any goods shall be imported into any port or place in any of the said possessions, contrary hereto, such goods shall be forfeited.

III. *Provided, always*, That if his Majesty shall deem it expedient to extend the provisions of this act to any port or ports not enumerated in the said table, it shall be lawful for his Majesty, by order in council, to extend

the provisions of this act to such port or ports; and from and after the day mentioned in such order in council, all the privileges and advantages of this act, and all the provisions, penalties, and forfeitures therein contained, (subject, nevertheless, to the limitations and restrictions hereinafter provided,) shall extend, and be deemed and construed to extend, to any such port or ports respectively, as fully as if the same had been inserted and enumerated in the said table at the time of passing this act: *Provided, also*, That nothing hereinbefore contained shall extend to prohibit the importation or exportation of goods into or from any ports or places in *Newfoundland* or *Labrador*, in British ships.

IV. And whereas there are in the said possessions many places situated in rivers and in bays at which it may be necessary to establish ports for particular and limited purposes only: *Be it therefore enacted*, That it shall be lawful for his Majesty, in any order in council made for the appointment of any free port, to limit and confine such appointments, respectively, to any and such purposes only as shall be specified in such order.

V. And whereas, by the law of navigation, foreign ships are permitted to import into any of the British possessions abroad, from the countries to which they belong, goods the produce of those countries, and to export goods from such possessions to be carried to any foreign country whatever: and whereas it is expedient that such permission should be subject to certain conditions: *Be it therefore enacted*, That the privileges thereby granted to foreign ships shall be limited to the ships of those countries which, having colonial possessions, shall grant the like privileges of trading with those possessions to British ships, or which, not having colonial possessions, shall place the commerce and navigation of this country, and of its possessions abroad, upon the footing of the most favored nation, unless his Majesty, by his order in council, shall in any case deem it expedient to grant the whole or any of such privileges, to the ships of any foreign country although the conditions aforesaid shall not, in all respects, be fulfilled by such foreign country: *Provided, always*, That no foreign country shall be deemed to have fulfilled the beforementioned conditions, or to be entitled to the privileges aforesaid, unless and until his Majesty shall, by some order or orders, to be by him made by the advice of his privy council, have declared that such foreign country hath so fulfilled the said conditions, and is entitled to the said privileges: *Provided, also*, That every order in council in force at the time of the commencement of this act, whereby declaration is made of the countries which are entitled in whole or in part to the privileges of the law of navigation hereinbefore referred to and recited, shall continue in force as effectually as if the same had been afterwards made under the authority of this act.

* * * * * * * * *

VII. *And be it further enacted*, That the several sorts of goods enumerated or described in the table following, denominated "a table of prohibitions and restrictions," are hereby prohibited to be imported or brought, either by sea or by inland carriage, or navigation, into the British possessions in America, or shall be so imported or brought only under the restrictions mentioned in such table, according as the several sorts of such goods are set forth therein, that is to say:

A TABLE OF PROHIBITIONS AND RESTRICTIONS.

Gunpowder,
Arms,
Ammunition, or utensils of war,
Prohibited to be imported, except from the United Kingdom, or from some other British possession.

Tea,
Prohibited to be imported, except from the United Kingdom, or from some other British possession in America, unless by the East India Company, or with their license during the continuance of their exclusive right of trade.

Fish, dried or salted,
Oil, blubber, fins, or skins, the produce of creatures living in the sea,
Prohibited to be imported, except from the United Kingdom, or from some other British possession, or unless taken by British ships fitted out from the United Kingdom, or from some British possession, and brought in from the fishery; and except herrings from the *Isle of Man*, taken and cured by the inhabitants thereof.

Coffee,
Sugar,
Molasses,
Rum,
Being of foreign production or the production of any place within the limits of the East India Company's charter, prohibited to be imported into any of the British possessions on the continent of South America, or in the West Indies, (the Bahama and Bermuda islands not included,) except to be warehoused for exportation only, and may also be prohibited to be imported into the Bahamas or the Bermuda islands, by his Majesty's order in council.

Base or counterfeit coin,
Books, such as are prohibited to be imported into the United Kingdom,
Prohibited to be imported.

And if any goods shall be imported or brought into any of the British possessions in America, contrary to any of the prohibitions or restrictions mentioned in such table in respect of such goods, the same shall be forfeited; and if the ship or vessel in which such goods shall be imported be of less burden than seventy tons, such ship or vessel shall also be forfeited.

B.

CONSULATE OF THE UNITED STATES,
St. John's, (N. B.) August 1, 1839.

SIR: I have the honor to acknowledge the receipt of your circular of the 14th May last, accompanying certain resolutions of the House of Representatives of the 25th February.

In reply to which, I beg leave to state that, after making the most minute inquiry into the matter, I cannot ascertain any advantages that British vessels trading to and from the ports in the British North America colonies, to and from ports in the United States, have over vessels of the United

States, except as follows: Vessels of the United States trading to the colonies are confined to ports denominated "free ports;" when it is obvious that British vessels engaged in the same trade enter other ports with their cargoes from the United States, and clear with cargoes from those ports to the United States, which is directly contrary to the second section of the act of the British Parliament passed the 28th August, 1833—to which please refer. I have, however, been assured by the authorities here, that, in this Province, that part of the above act of Parliament has been strictly adhered to. In the Province of Nova Scotia it is beyond a doubt that British vessels enter and clear to and from the United States, with their cargoes, at ports other than "free ports," which American vessels cannot enter.

There is another advantage that is enjoyed by British vessels over those of the United States; that is, the article of coals, the produce of the United Kingdom of Great Britain. When exported in American vessels from the colonies, they are subject to an export duty of four shillings sterling per ton; when exported in British vessels, they are free from such duty. On the latter subject, it has been intimated to me that if a remonstrance were made to the British Government, it would no doubt be immediately remedied.

All charges of every kind are precisely the same on British vessels entering the colonial ports, as on vessels of the United States.

I have the honor to be, sir, with respect, your most obedient servant,

THOS. LEAVITT,
United States Consul.

To the Hon. LEVI WOODBURY,
Secretary of the Treasury, Washington.

C.

DEPARTMENT OF STATE,
Washington, October 2, 1839.

SIR: I have received your note of the 27th ultimo, transmitting a letter, with enclosures from the collector of the district of Passamaquoddy, relative to the commercial intercourse between the United States and the British Provinces of Nova Scotia and New Brunswick. With reference to your communication, I have the honor to state that there is no reason to doubt the illegality of the clearance of a British vessel from any other port in the abovenamed colonies than those enumerated as free ports in the act of Parliament, (3 and 4 Will. IV, cap. 59,) passed on the 28th of August, 1833, for regulating the trade of the British possessions abroad. I am not aware that this list of free ports has been since extended, either by a subsequent act or by an order in council; and if it has not, the clearance of either a British or an American vessel with a cargo on board, from a place not designated in the list, would be in violation of the law referred to, which expressly confines the importation and exportation of goods to the free ports specified therein. The paper, supposed to be a clearance from Windsor, in Nova Scotia, (not a free port,) to Boston, which you enclose to me, seems to be altogether irregular and informal, wanting even a date; and some explanatory account should be required of it from the person by whom it was sent to the Treasury. It is hardly probable that a British vessel should have been cleared from a British port, or been admitted into one of the United

States, without some other document as a clearance from the port of her departure.

I do not doubt our right, under the arrangement with Great Britain, to refuse entry into the ports of the United States to a vessel illegally cleared from Nova Scotia or New Brunswick.

By the existing arrangement between the United States and Great Britain, regarding this trade, American vessels and their cargoes should not be subject in British colonial ports to other or higher duties of tonnage or impost, or charges of any other description, than are imposed on British vessels and their cargoes at the same places. Hence the discriminating duty levied (if any such is levied, as is alleged in one of the enclosures which accompanied your letter) on the exportation of coal in American vessels from Pictou and Sydney, is deemed to be an unlawful charge, and an infraction of the present commercial arrangement. This irregularity, however, as well as that previously adverted to, would, without question, be remedied upon complaint being made in the proper quarter, accompanied by sufficient evidence of the facts.

I return, herewith, as requested, the three papers enclosed in your note.

I am, sir, your obedient servant,

JOHN FORSYTH.

LEVI WOODBURY, Esq.,
Secretary of the Treasury.

D.

DEPARTMENT OF STATE,
Washington, April 30, 1839.

SIR: Your letter of the 15th instant, with its enclosure, has been duly received. In answer to your request for information on the first and second branches of the resolution of the House of Representatives of the 25th of February last, regarding the trade between this country and the British American colonies, I have the honor to refer you to Hume's "Laws of the Customs," particularly to 2nd and 4 Will. IV, cap. 59, entitled "An act to regulate the trade with the British possessions abroad," dated 28th August, 1833, and to state that this Government has no reason to doubt that "the ports of the British colonies have been opened to the vessels of the United States, and continue open, in the true sense of the act of Congress of May 29, 1830, and of the proclamation of the President of the United States of the 5th October, 1839, founded on said act."

I am, sir, respectfully, your obedient servant,

JOHN FORSYTH.

LEVI WOODBURY, Esq.,
Secretary of the Treasury.

E.

CONSULATE OF THE UNITED STATES OF AMERICA,
Halifax (N. S.) July 27, 1839.

SIR: I have had the honor to receive a copy of a circular from the Treasury Department, addressed to consuls and commercial agents of the

United States residing in the British colonies of America and the West Indies, dated the 14th May last, with a resolution passed in the House of Representatives, February 25, 1839.

Not having a personal acquaintance with the West Indies, nor with the trade between the British colonies therein and the United States, I cannot undertake to reply to the questions imbodied in the resolution before mentioned; but, after conversing with several of the most intelligent merchants of this port who trade to the West Indies, I am informed that vessels of the United States are placed precisely on the same footing as British vessels.

I have the honor to be, sir, your obedient, humble servant,

JNO. MORROW.

The Hon. LEVI WOODBURY,
Secretary of the Treasury, Washington.

F.

UNITED STATES CONSULATE,
Turk's Island, July 10, 1839.

SIR: I have the honor to acknowledge the receipt of your excellency's circular of the 14th May last, and, in reply to which, I beg leave to transmit, for your excellency's information, certain tables prepared to show, in a particular manner, the state of trade between this port and the United States, which I trust will be satisfactory.

It will appear by the tables that by far the greater proportion of imports from the United States into this port are brought in vessels of the United States; the cause, therefore, which induced the resolutions of Congress, in the circular referred to, cannot bear on this part of the British colonies.

For the first resolution I beg to state, that all descriptions of goods, or merchandise, the production of the United States, (excepting such as were excepted by the acts of Parliament at the time of opening the ports of the British colonies to the United States,) may be imported in United States vessels; and all descriptions of merchandise, legally imported, may be exported in vessels of the United States, subject to the same duties only as if imported or exported in British vessels.

For the second resolution I have to state, that this port continues to be open to vessels of the United States, agreeably to the act of Congress and proclamation referred to in that resolution.

I have the honor to remain, with great respect, sir, your most obedient servant,

JOHN ARTHUR.

Hon. LEVI WOODBURY,
Secretary of the Treasury of the United States.

The following tables show the amount of imports and exports, and duties paid thereon, into and out of the port of Grand

The following tables show the amount of imports and exports, and duties paid thereon, into and out of the port of Grand Key, Turk's Island, calculated at the official rates or valuation in British sterling money; as also the amount of tonnage employed in this trade, for the years ending January 5th, 1833, '34, '35, '36, '37, '38, and '39.

Table I.

* IMPORTS AND EXPORTS.

Whence imported and where exported.	1833.		1834.		1835.		1836.	
	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
† Great Britain	–	–	–	3,503 4 0	1,294 10 0	3,496 11 8	–	9,865 7 2
† Ireland	–	–	–	2,782 18 5	–	2,518 17 7	–	6,572 2 2
British North American colonies	173 6 8	787 0 10	1,427 10 8	295 10 0	240 13 4	218 4 4	397 17 8	535 18 8
British West Indies	14,026 10 3	3,601 13 6	7,410 12 2	1,465 6 2	4,701 14 4	1,140 0 6	6,398 16 2	1,953 19 1
United States, British ships	173 4 9	5,164 0 8	803 10 5	4,286 8 1		1,840 6 2	179 15 8	1,079 0 0
United States, Foreign ships	6,060 5 3	32,783 2 8	5,613 12 8	11,003 15 11	7,466 8 7	3,906 1 4	5,415 18 10	6,564 9 7
Buenos Ayres	–	216 13 4						
Other foreign states								6 8
† Foreign West Indies	1,060 17 6	1,627 17 2	8,054 8 4	1,350 11 9	6,615 10 4	812 7 4	13,542 17 3	74[illegible] 6
Total amount of imports and exports	21,494 4 5	44,180 8 2	23,309 14 3	24,588 12 4	20,318 16 7	13,992 8 11	25,935 5 7	27,317 7 10

* The imports consist chiefly in British manufactured goods from Great Britain and the British West Indies; lumber, dried and pickled fish, potatoes, &c. from the British North American colonies; corn, flour, salted provisions, &c. from the United States direct and through the British West Indies; rum, sugar, molasses, coffee, &c. from the British and foreign West Indies; and mahogany from foreign West Indies, which was reshipped in the vessels in which it was imported for Great Britain and Ireland. The exports generally (exclusive of mahogany) are salt, the produce of the island, and a small quantity of tortoise-shell.

† The proportionably large amount of exports to Great Britain and Ireland for the years ending January 5th, 1834, '35, '36, '37, and '38, are only the reshipped imports of mahogany from the foreign West Indies, (St. Domingo,) which also accounts for the large imports from the latter places during those years; but since the great reduction of duty in Great Britain and Ireland on foreign mahogany which has taken place, that source of imports and exports has nearly become extinct.

TABLE I.—Continued.

Whence imported and where exported.	1837.		1838.		1839.		Total for seven years.	
	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Great Britain	–	9,387 13 0	–	6,499 7 0	195 0 0	1,950 0 0	1,489 10 0	34,702 2 10
Ireland	–	3,394 9 11	–	6,432 6 8	–	–	–	21,701 1 9
British North American colonies	796 8 8	621 19 4	791 2 4	1,011 1 1	954 9 3	148 3 4	4,781 8 7	3,623 17 7
* British West Indies	4,399 8 5	229 7 8	4,158 6 8	906 4 0	2,953 7 9	1,282 9 0	44,048 15 9	10,529 19 11
† United States, British ships	771 2 0	1,235 18 0	47 9 8	502 4 3	556 10 8	517 12 0	2,231 13 2	14,565 9 2
† United States, Foreign ships	3,787 16 2	5,854 1 0	7,079 3 0	10,356 15 8	3,653 3 4	3,355 16 4	39,076 7 10	73,824 0 6
Buenos Ayres	–	–	–	–	–	–	–	216 13 4
Other foreign states	–	–	–	–	–	–	–	4 6 8
Foreign West Indies	18,413 1 10	418 8 6	12,286 10 4	600 10 2	2,533 7 2	578 6 11	62,505 13 9	6,129 19 4
Total amount of imports and exports	28,166 17 1	21,141 17 5	24,362 12 0	26,308 8 10	10,545 18 2	7,832 7 7	154,133 8 1	165,301 11 1

* A large proportion of the imports from the British West Indies is the production of the United States.
† In the distinction made in tables I. and II. between British ships and foreign, the latter is to be considered as meaning vessels of the United States.

TABLE II.

TABLE II.

PARLIAMENTARY DUTIES ON IMPORTS.

	1833.	1834.	1835.	1836.	1837.	1838.	1839.	Total for seven years.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Great Britain	–	–	4 9 4	–	–	–	13 4 8	17 14 0
British North American colonies	–	–	–	–	–	10 14 4	–	10 14 4
British West Indies	373 11 0	64 1 0	–	265 3 5	222 0 10	57 17 11	21 16 3	1,004 10 5
United States, British ships	6 16 6	14 0 5	–	–	43 12 0	15 12 10	10 15 11	90 17 8
United States, Foreign ships	592 9 1	573 6 10	689 2 9	525 8 4	271 12 8	625 6 9	358 17 1	3,636 3 6
Foreign West Indies	174 18 6	142 3 7	55 17 6	137 18 0	94 12 0	48 8 1	94 1 11	747 19 7
Total amount of annual duties	1,117 15 1	793 11 10	749 9 7	928 9 9	631 17 6	757 19 11	498 15 10	5,507 19 6

* COLONIAL DUTIES ON IMPORTS AND EXPORTS.

	1833.	1834.	1835.	1836.	1837.	1838.	1839.	Total for seven years.
Total amount of annual duties	656 15 10	†185 2 7	924 6 4	1,092 15 8	1,053 2 10	1,029 11 10	630 16 3	5,572 11 4

* The distinctive division between British ships and foreign, in collecting duties, not having been made in the colonial receiver's office, the total annual amounts only are here given.

† The small amount of colonial duties collected on imports and exports for the year ending January 5th, 1834, was the united result of a great deficiency in the salt crop, and a suspension of business by the colonial legislature.

TABLE III.

BRITISH TONNAGE.

1833.		1834.		1835.		1836.		1837.		1838.		1839.		Total for 7 years.	
Inwards.	Outw'ds.	Inwards.	Outw'ds.	Inwards.	Outw'ds.	Inwards.	Outw'ds.	Inwards.	Outw'ds.	Inwards.	Outwards.	Inwards.	Outwards.	Inwards.	Outwards.
7,359	7,381	5,889	6,152	4,039	4,018	7,182	6,824	6,602	6,145	5,953	5,626	1,917	1,990	38,941	38,136

FOREIGN TONNAGE.

1833.		1834.		1835.		1836.		1837.		1838.		1839.		Total for 7 years.	
Inwards.	Outw'ds.	Inwards.	Outw'ds.	Inwards.	Outw'ds.	Inwards.	Outw'ds.	Inwards.	Outw'ds.	Inwards.	Outwards.	Inwards.	Outwards.	Inwards.	Outwards.
20,841	20,553	9,745	9,925	5,547	5,141	12,301	11,982	11,621	11,636	13,859	14,251	5,426	5,667	79,340	79,155

☞No tables similar to the foregoing could be prepared for the port of Salt Key, (Turk's Island,) in consequence of the records (from which only they could be made) having been sent to the seat of Government for examination. The proportion, however, of imports and exports which the port of Salt Key bears to the port of Grand Key, is supposed to be about three-fifths of the latter, exclusive of the imports and exports of mahogany, which have been confined entirely to this port.

UNITED STATES CONSULATE, *Turk's Island, July* 10, 1839.

JOHN ARTHUR.

G.

CONSULATE U. S. AMERICA,
Sydney, (C. B.,) July 13, 1839.

SIR: In reply to your letter of May 14, making certain inquiries relative to the trade between the United States and the British colonies, I have to state that, so far as I can learn, British and American vessels are admitted precisely on the same terms.

As it regards the different ports within this consulate, the trade with the United States is principally confined to the exportation of coal, in which American vessels are chiefly employed; the proportion of British vessels being very small. For example: from January 1 to the present time, fifty-two vessels have cleared from this port for the United States, all of them carrying coal. Forty-four of these were American, and eight British.

Many British vessels are engaged in carrying plaster to the United States from several ports on the Bay of Fundy, which are not free ports; and in this case American vessels are, of course, excluded. This fact may, in the first instance, have led to the inquiries now made.

As it regards the ports within this consulate jurisdiction, I am satisfied that British vessels enjoy no privileges or advantages which are not accorded to our own engaged in the same trade; and I believe that, upon investigation, it will be found that American vessels are admitted into all the ports of these colonies, upon the same terms that British vessels are admitted into all the ports of the United States.

I have the honor to be, very respectfully, your obedient friend and servant,

JOHN J. D'WOLF.
U. S. Consul.

Hon. LEVI WOODBURY,
Secretary of the Treasury.

H.

CONSULATE OF THE UNITED STATES OF AMERICA,
Nassau, Bahamas, August 24, 1839.

SIR: I have to acknowledge the receipt of your circular of the 14th May; and, in reply, herewith enclose, for your information, a return of British and American vessels entered from and cleared for the United States of America, within my district, from 1st August, 1838, to 1st August, 1839.

I beg leave further to add, that the commercial arrangements existing between the two countries are, and have been, to the best of my knowledge and belief, complied with.

I have the honor to be, sir, respectfully, your obedient servant.

GEORGE HUYLER.

LEVI WOODBURY, Esq.,
Secretary of the Treasury, Washington, D. C.

CONSULATE OF THE UNITED STATES OF AMERICA,
Nassau, Bahamas, August 24, 1839.

Return of British vessels entered inwards, and cleared for the United States of America, from the 1st *day of August,* 1838, *to* 1st *day of August,* 1839.

Inwards - -	18 vessels - -	1,261 tons.
Cleared - -	22 " - -	1,207 "
	40	2,468
American vessels entered inwards, and cleared from the same period - -	71 vessels - - -	7,854 tons.

GEORGE HUYLER.

I.

AMERICAN CONSULATE,
Kingston, (Ja.,) August 7, 1839.

SIR: The circular letter which you did me the honor to address to me, under date of the 14th May last past, was only received yesterday; and, in reply to your inquiries relative to the course of the trade from the United States to this island, in American and British bottoms, and respecting any and what difference in the privileges allowed to such vessels, I beg to say that in all charges of tonnage, crown, island, and harbor dues, and in duty on the cargo imported and exported, there is no difference, whether the flag be American or British; and that the regulations of the customs for the attendance of their officers, and the time of discharge, are the same on the vessels of both nations.

The fact that three-fourths of the trade from the United States to this island is carried on in American bottoms, will go far to show that there can be no exclusive privileges granted to British vessels other than of introducing articles not the produce of the United States; and when British vessels have been employed, their cargoes were generally of this nature; and I should suppose that it must be with this view only that British vessels could be employed in the trade between the United States and any of the British West India colonies.

There was a complaint made of British vessels being allowed a longer time of discharge than was granted to those of the United States; but, on inquiry, it was found that this was only exacted where the goods were not dutiable. It would, however, be highly desirable to obtain an extension or alteration of the working hours of vessels in a climate like this, particularly that permission should be granted for goods to be landed from 6 o'clock, A. M., instead of only from 8 A. M. to 4 P. M.

Annexed is a sketch of the charges payable by American and British vessels from the United States, previous to the present rupture between the Legislature and Executive of this island. At present, there is a small dif-

ference in the charge of tonnage on both; but, in the expected meeting of the Legislature, this will probably be as before.

With respect, I have the honor to be, sir, your most obedient servant,

ROBERT MONROE HARRISON.

Hon. LEVI WOODBURY,
Secretary of the Treasury.

P. S. You are no doubt aware that the protecting duties on the produce of the British North American colonies are so high that our vessels from the "New England States" are unable to compete with them; in consequence of which, only *three* have arrived here since I came to the colony, laden with "white-pine lumber," and that was by accident; so that the "British" are the only carriers of that article. And, as *lumber and fish* are the principal productions which a greater part of the "*five New England States*" formerly traded in to the West Indies, no part of the Union has suffered so much by the opening of the ports of these colonies as they have; in fact, their trade has been completely knocked up.

The enclosed prices current exhibit the actual duties on "English" and "American" productions, some of which are inadmissible in vessels of the latter, whilst the duties on others amount to a prohibition.

ROBERT MONROE HARRISON.

—

Prices current, showing the duties on importations, &c., into the island of Jamaica.

[From Decordava's Mercantile Intelligencer, Kingston, Jamaica.]

KINGSTON, JAMAICA, *August* 16, 1839.

Unless specifically stated to the contrary, long or duty-paid prices are always given, and are to be considered as *wholesale prices.*

FLOUR.—British duty 8*s.* 4*d.*; colonial duty 1*s.* 8*d.*; if from a British warehouse, free of British duty.

CORN-MEAL.—Free of British duty; colonial duty 10*d.* per barrel.

RICE.—Free of British duty; colonial duty 10*d.* per 100 lbs.

BREAD.—Free of British duty; colonial duty 5*d.* per 112 lbs.

BUTTER.—If foreign, 15 per cent. British duty; colonial duty 3*s.* 4*d.* per firkin.

LARD.—If foreign, 15 per cent. British duty; colonial duty 2*s.* 6*d.* per firkin.

CANDLES.—If foreign, 15 per cent. British duty; colonial duty 3*s.* 4*d.* per 56 lbs. wax; 1*s.* 8*d.* per 56 lbs. tallow. If of the manufacture of Great Britain or her dependencies, the latter duty only.

SOAP.—If foreign, 20 per cent. British duty; colonial duty 10*d.* per 56 lbs. If of the manufacture of Great Britain or her dependencies, the latter duty only.

FISH.—Free of British duty; colonial duty 10*d.* per 100 lbs. on dried salted fish; 5*s.* per barrel on salmon; 1*s.* 8*d.* on pickled fish; 5*d.* per box on smoked herring; if foreign, inadmissible.

PORK.—20*s.* per cwt. British duty; colonial duty 3*s.* 4*d.* per barrel.

PIGS' TONGUES.—20*s.* per cwt. British duty; colonial duty 3*s.* 4*d.* per barrel. If the produce of Great Britain or her dependencies, the latter duty only.

HAMS.—20*s.* per cwt. British duty; colonial duty 3*s.* 4*d.* per 100 lbs.; if of the produce of Great Britain or her dependencies, the latter duty only.

BRANDY.—4*s.* 8*d.* per gallon British duty.

CORN.—Colonial duty 5*d.* per bushel.

TOBACCO.—British duty 30*s.* per 100 lbs.; island duty 1 per cent.

LUMBER,	P. P.	—British duty	35*s.*;	colonial duty	6*s.* 8*d.*
	W. P.	ditto	25*s.*;	ditto	6*s.* 8*d.*
Staves,	R. O.	ditto	25*s.*;	ditto	10*s.*
	W. O.	ditto	20*s.*;	ditto	10*s.*

Shingles more than 12 inches—British duty 23*s.* 4*d.*; colonial duty 1*s.* 8*d.*

All the above articles of lumber, from the British Provinces, free of British duty.

—

List of charges on an American vessel entering and clearing from the port of Kingston, Jamaica, viz:

Tonnage - - -	at	6*s.* 2*d.*	or	$0 93 cents per ton.
Health officer - - -	"	15*s.*	"	2 25 "
Harbor-master - - -	"	40*s.*	"	6 00 "
Survey, or admeasurement -	"	26*s.* 8*d.*	"	4 00 "
Secretary - - -	"	48*s.* 4*d.*	"	7 25 "
Receiver General - -	"	15*s.*	"	2 25 "
Pilotage of ship - -	"	£12	"	36 00 "
" of brig - -	"	9	"	27 00 "
" of schooner -	"	6	"	18 00 "
Fort pass - - -	"	13*s.* 4*d.*	"	2 00 "
United States consul's fees Deposite of papers	"	26*s.* 8*d.*	"	4 00 "

J.

CONSULATE OF THE U. S. A.,
Bermuda, June 4, 1839.

SIR: I yesterday received your circular of 14th May last, and, in reply, have to inform you that the ports in this island are, and have been since my appointment as commercial agent at this place, in September, 1832, open to vessels of the United States, into which they are admitted on the same terms that British vessels are admitted into the ports of the United States, and for the importation of all articles of the produce and manufacture of the United States, except only such as are prohibited by imperial act of Parliament.

I have the honor to be, sir, your most obedient servant,

W. TUDOR TUCKER,
United States Consul.

Hon. LEVI WOODBURY,
Secretary of the Treasury.

K.

CONSULATE OF THE UNITED STATES,
Pictou, Nova Scotia, August 24, 1839.

SIR: I respectfully beg leave to acknowledge the receipt of your circular of the 14th of May last, requesting information on the subject of a resolution of the 25th Congress, dated the 25th February, 1839.

Vessels of the United States engaged in commerce enjoy the same privileges as British vessels at the "free ports" of this consulate, with the single exception of being confined in their importations to articles of the production or manufacture of the United States.

On reference to the annexed abstract of the trade between this port and the United States, you will perceive that it is conducted almost exclusively in vessels of the United States.

I have the honor to be, sir, your most obedient and humble servant,

JAMES PRIMROSE,
Consul U. S. A.

The Hon. LEVI WOODBURY,
Secretary of the Treasury.

Abstract of trade between the port of Pictou, in Nova Scotia, and the United States.

		1837.				1838.				1839, to July 1			
		Ships.	Tons.	Men.	Value.	Ships.	Tons.	Men.	Value.	Ships.	Tons.	Men.	Value.
IMPORTS	In United States vessels -	171	31,869	1,172	$10,914	208	30,566	1,218	$15,192	94	16,851	699	$15,515
	In British vessels - -	16	1,379	63	5,082	7	539	29	3,163	6	396	21	425
EXPORTS	In United States vessels -	172	32,153	1,279	76,404	210	30,870	1,305	76,348	94	16,851	671	49,735
	In British vessels - -	29	2,082	102	5,088	21	1,524	78	7,606	19	1,390	76	4,036

JAMES PRIMROSE, *Consul U. S. A.*

L.

Statement showing the "relative amount of tonnage, American and British, entered and cleared, for each of the several years from 1828 to 1838, inclusive, in all the ports of the United States."

Years ending 30th September,	ENTERED.		CLEARED.	
	American.	British.	American.	British.
1828 - -	868,381	104,167	897,404	105,572
1829 - -	872,949	96,377	944,799	88,774
1830 - -	967,227	87,231	971,760	89,823
1831 - -	932,952	215,887	972,504	211,270
1832 - -	949,622	288,481	974,865	284,886
1833 - -	1,111,441	383,487	1,142,160	377,250
1834 - -	1,074,670	453,495	1,134,020	458,067
1835 - -	1,352,653	529,922	1,400,517	523,417
1836 - -	1,255,384	544,774	1,315,523	538,921
1837 - -	1,299,720	543,020	1,266,622	536,420
1838 - -	1,302,974	484,702	1,408,761	486,904

TREASURY DEPARTMENT,
Register's Office, December 6, 1839.

T. L. SMITH, *Register.*

M.

Circular to consuls and commercial agents of the United States residing in the British colonies of America and the West Indies.

TREASURY DEPARTMENT, *May* 14, 1839.

Annexed is an extract from a resolution of the House of Representatives of the United States, passed on the 25th of February last, calling upon this department to furnish certain information, which it believes can best be procured through your aid. I have, therefore, respectfully to call your particular attention to the inquiries made, and to ask to be favored with such facts and statements, in detail, in regard to the subject, as you may have it in your power to render.

It is deemed proper to remark, that the inquiries appear to have been elicited by the fact that the largest portion of the existing trade between the United States and some of the British colonies is conducted in British vessels, which induces the belief that some privileges or advantages are enjoyed by the vessels of that nation which are not accorded to those of our own engaged in the same trade; and hence it is desirable to ascertain whether or not the true sense and meaning of the commercial arrangements existing between the two countries regulating this trade is complied with.

I should be pleased to receive your answer by the 1st of September next.

LEVI WOODBURY,
Secretary of the Treasury.

To —— ——, *United States Consul.*

The foregoing circular was sent to the consuls at St. John's, New Brunswick; Halifax, Pictou, and Sydney, Nova Scotia; Bermuda; Nassau, N. P.; Turk's Island; Kingston, Jamaica; St. Christopher's, Antigua, and Barbadoes.

[Extract.]

TWENTY-FIFTH CONGRESS—THIRD SESSION.

CONGRESS OF THE UNITED STATES.

IN THE HOUSE OF REPRESENTATIVES,
February 25, 1839.

"*Resolved*, That the Secretary of the Treasury be directed to report to the House of Representatives, as early as practicable at the next session of Congress, whatever information there may be accessible to his department, to show the effect and operation of the existing arrangements between the United States and Great Britain, regulating the trade between this country and the British American colonies, and especially in regard to the following points, viz:

"1. Into what ports and places of the British colonies, in the West Indies, and elsewhere in America, the vessels of the United States are admitted on the same terms that British vessels are admitted into all the ports of the United States, and for the importation or exportation of what description of merchandise.

"2. Whether the ports of the British colonies have been opened to vessels of the United States, and continue open, in the true sense of the act of Congress of May 29, 1830, and of the proclamation of the President of the United States of October 5, 1830, founded on said act."

N.

COLLECTOR'S OFFICE, DISTRICT OF PORTLAND AND FALMOUTH,
Portland, August 22, 1839.

SIR: I have the honor to acknowledge the receipt of your letter of the 18th May last, accompanied by a copy of a resolution of the House of Representatives of the United States, passed February 25th, 1839, calling for such information as shall show the "effect and operation of the existing arrangements between the United States and Great Britain, regulating the trade between this country and the British American colonies;" and, having made such inquiry as is in my power, respectfully report: That the trade between this district and the British colonies is almost entirely confined to New Brunswick and Nova Scotia; that the trade to the British West India colonies, having proved a losing business, is nearly abandoned. The high duties and port charges levied in the British West India colonies, on the productions of the United States carried in our vessels, has forced such productions as yet do go there first *via* Nova Scotia or New Brunswick, where they are carried by British vessels and entered for exportation, and thus avoid a duty there; whence they are exported in British

bottoms, and are exempt from the duty in the West India colonies that would be imposed if exported in United States vessels directly from the United States. This indirect trade is carried on to some extent by British vessels; but is, I apprehend, too limited to account for the disparity of the tonnage of the two countries employed between the British colonies and the United States.

The British ship-builder, or owner, as I am informed, if resident in a colony, pays but one per cent. duty on any foreign material used in building or equipping his vessel; and, if resident in England, he has a drawback of nearly the whole duty charged on such material. The seamen's wages, too, are lower, and their food less expensive, than in our vessels.

The greater part of the British colonial tonnage entering our ports is in small vessels of from forty to eighty tons, roughly built, and employed in freighting gypsum from the quarries in the Provinces to the eastern and middle ports of the United States. Each of these vessels will make from seven to twenty voyages to the United States in a year; the greater number of trips being made to Eastport, the quarries being but a few hours' sail from that port. It is a hard, laborious trade, with a very small profit; and but few of our people will engage in it while they can find any other employment for our more expensive and better-built vessels.

I have not been able to ascertain what rates of duties are levied on our productions carried in British vessels directly from the United States to their ports, or what port charges are exacted; but, presuming our consuls will furnish you this information, I have procured, and hereto annex, the disbursements on two voyages to Trinidad, made by the brig Frances Ellen, of 103 tons burden; on one voyage to Barbadoes, by the brig Dunlap, of 197 tons; and one voyage to Demarara, by the brig Uncas, of 297 tons; as well as the port charges at St. John's, New Brunswick, on a schooner of 73 tons—a comparison of which, with such facts as shall be furnished by our consuls resident in those colonies, will, I hope, aid in obtaining the information required.

In answer to the first inquiry, I would observe that our vessels are admitted to all the colonial ports where a custom-house is established. Whether on the same terms that they admit their own vessels coming from the United States, for the reasons above stated, I cannot say; but not on the terms their vessels are admitted into our ports, as we charge them neither light nor hospital money; and they charge us six and two-thirds cents per ton for their lights, and two and a half cents per ton for their hospitals, besides buoyage and anchorage. Our vessels may carry any productions of this country, excepting gunpowder, arms, or munitions of war; fish, oil, or any of the productions of the sea; sugar, molasses, and rum; and we may export any productions or importations of the northern Provinces.

The Provinces, I understand, charge their own vessels 1½*d.* (2½ cents) per ton, hospital money, on each entry, for the first year; sixpence sterling, or twelve cents per month, for each man, the next five years; and, after that, an abatement is made of most of this tax. No custom-house fees, other than light and hospital money, anchorage, and buoyage, are exacted of their own or of our vessels; while in our ports custom-house fees are exacted, but no light money, buoyage or anchorage, and hospital money only on our own vessels. The fees on a British vessel of seventy-three tons, entering and clearing here, with free goods, would be—

Entry - - - - -	$1 50
Permit - - - - -	20
To surveyor - - - -	67
Clearance - - - -	1 50
	$3 87

and if cargo of dutiable articles, eighty-three cents more to the surveyor; while an American vessel of that size would pay in St. John's eight dollars forty-four cents and one-sixth, as will be seen by the bills of the schooner Delaware, hereto annexed.

As an answer to the second inquiry can only be given by comparison of the facts collected with the act of May 29, 1830, and the proclamation thereon, a report from me on that part of the inquiry, I apprehend, was not expected.

In conclusion, I would observe that, so far as relates to the trade of the Provinces of New Brunswick and Nova Scotia with the United States, the excess of their tonnage over ours can be accounted for without imputing to them any violation of the existing commercial arrangement.

First. Their vessels are less expensively built, by the whole amount of duties that our ship-builders and owners pay on materials; and less labor is expended on this class of their vessels on the inside finish and ornamental work.

Secondly. The pay and living of their crews are cheaper.

Thirdly. They are more familiar with the navigation of the remote bays and creeks in which their cargoes are taken in, and consequently less liable to injury from the tremendous tides in that region; and

Lastly. They are satisfied with smaller profits than our people; and, having but a small coasting trade of their own, are, in a measure, forced into this trade for employment.

I have the honor to be, sir, with great respect, your obedient servant,

JOHN ANDERSON, *Collector.*

Hon. LEVI WOODBURY,
Secretary of the Treasury.

EASTPORT, (ME.,) *September* 13, 1839.

SIR: In answer to your inquiry, "What privileges or advantages do British vessels enjoy in the trade between Nova Scotia, New Brunswick, and Cape Breton, and the United States, over vessels of the United States?" The undersigned beg leave to reply, that, in the abovementioned colonies, certain specified ports only are open for vessels of the United States, viz: Halifax, Pictou, and Yarmouth, in Nova Scotia; St. John's, St. Andrew's, Magaugaudavic, Mirimichi, and the Welsh Pool, (a part of the island of Campo Bello,) in New Brunswick; and Sydney, in Cape Breton. Halifax and Yarmouth, of themselves, furnish no article of export to the United States; neither does St. John's, (a few fish excepted,) St. Andrew's, or Welsh Pool. Pictou and Sydney furnish coal; and the trade to the above ports, direct, is, we believe, reciprocal, excepting British vessels carry from the United States the produce of all countries, while American vessels are confined to the produce of their own country only; and excepting, also, Amer-

ican vessels taking foreign coal to the United States, and charged with an export duty of four shillings sterling per chaldron, while, when exported in British vessels, no duty whatever is exacted. Within the port of Magaugaudavic (but not what the collector of that port is pleased to designate "the free port") are extensive quarries of lime-rock, which is being extensively quarried, and manufactured for the United States market. No American vessel is allowed to proceed there for a cargo; the transportation is confined exclusively to British vessels. It thus appears that from no "free port" (Sydney and Pictou excepted) is there a single article of commerce (a few barrels of fish excepted) which an American vessel can procure for a cargo, without its first having been brought from some other port, and a freight paid to the English carrier: while, on the other hand, British vessels trade at all the out-ports of the three Provinces, and proceed direct to ports of the United States, and use any and all of them as freely as American vessels could do, and take on board cargoes from all parts of our country without hindrance. The principal articles of export from New Brunswick and Nova Scotia, to the United States, are plaster and grindstones. No port or place in either Province is opened to American vessels where the quarries are situated; but they are obliged to trade at a "free port," and pay a freight on those articles to the "free port." The consequence is, that almost the entire supply of the whole Atlantic coast is furnished and monopolized by British carriers; and the commercial marine of those colonies has thereby increased more than four-fold since the arrangement went into effect, for the detriment of the navigation interest of the United States, and particularly the State of Maine—in fact, we may almost say to the entire exclusion of American vessels under the present commercial arrangements; while, previously, the plaster trade alone employed nearly ten thousand tons of American shipping, and one thousand seamen. We ask no exclusive privileges, but we do ask that the trade may be placed upon a footing of reciprocity; and, to that end, we heartily concur in the following resolution of the State of Maine, passed on the 22d day of March, 1838:

"*Resolved*, That the interest of the State of Maine requires that all the ports in the Provinces of Nova Scotia and New Brunswick, which are now, or may hereafter be, ports for the delivery and reception of cargoes for British vessels, be made ports of entry for the delivery and reception of cargoes for American vessels; or that the ports of the United States should be closed against British vessels coming from said Provinces."

Isaac Hobbs,	G. Lanepeg,
Samuel Wheeler,	Jesse G. Mericam,
Joseph C. Noyes,	Edmund Snow,
Jacob Shackford,	William P. Bucknam,
William Shackford,	John Nution,
Myrick D. Bibleer,	Loring F. Wheeler,
William M. Brooks,	Robert Mowe, jr.,
Aaron Hayden,	J. D. Andrews,
Seward Bucknam,	George A. Peabody,
C. H. Hayden,	Charles Loring,
Edward A. Burgin,	George Robbs,
J. Buck,	B. B. Dewitt.

SAMUEL A. MORSE, Esq.,
Collector of the port of Passamaquoddy.

PORT OF WINDSOR, N. S.

These are to certify all whom it doth concern, that James Lockhart, master or commander of the schooner Rival, burden 76 tons, mounted with guns, navigated with 4 men, Boston built, and bound for Boston, having on board 80 tons of gypsum and sea stores, hath here entered, and cleared his said vessel according to law.

Given under our hands, at the custom-house, at the port of Windsor, in the of this eleventh day of September, one thousand eight hundred and .

General clearance. (Short.)

PATRICK WRIGHT,
Provincial Officer.

The within [above] is a clearance of a British vessel from *Windsor* (not a free port) for Boston; and is sent to show that British vessels are allowed by British authorities to take cargoes for the United States, where our vessels are not.

S. A. MORSE.

O.

CUSTOM-HOUSE, PASSAMAQUODDY,
September 18, 1839.

SIR: Immediately on my return from Washington, &c., to this place, on the 12th instant, I took measures for obtaining what information I could on the subject of your letter of the 18th of May last, touching the trade with the British colonies. The enclosed paper, drawn up and signed by some of our principal merchants, contains many facts, which are believed to be correctly stated, and which show, most clearly, that although there are several places in the Provinces of Nova Scotia and New Brunswick at which the vessels of the United States are allowed to enter, "the ports of said colonies" have *not* been opened in the true sense of the act of Congress of May 29, 1830, and of the proclamation of the President of the United States of October 5, 1830; and that the spirit of that arrangement has been grossly violated on the part of the British Government, by opening those ports and places *only* which furnish no exports, with the exception of the coal districts.

In addition to the places named in the accompanying paper, it is understood that the ports of Digby and Arachat, in Nova Scotia, have recently been made free ports; but these are also places having nothing to export.

In order to render the operation of the trade, under the existing arrangement, *equal* as to both parties, nothing seems necessary but to instruct the officers of the customs *not to enter* British vessels in our ports whose cargoes were taken in at any port or place other than those in which American vessels may go and discharge and take on board a cargo; and this would be most obviously in accordance with the spirit and intention of the arrangement when it was made.

I am, with great respect, sir, your obedient servant,

S. A. MORSE, *Collector.*

Hon. LEVI WOODBURY,
Secretary of the Treasury.

Dr. *Brig Frances Ellen, in account with Gregor Turnbull, Trinidad.* Cr.

1837.		£ s. d.	£ s. d.	1837.		£ s. d.
Jan'ry 28	To cash paid duty on—			Jan'ry 30	By 159,880 feet w. p. timber, at $32 per M. -	2,558 11 6
	159,880 ft. w. p. lumber, at 21s. per M.	167 17 8			By 4,500 wood hoops, at $27½ -	61 17 6
	4,500 wood hoops - -	1 3 8			By 301 puncheon shooks at 17s. 6d. - -	263 7 6
	300 puncheon shooks - -	7 4 0			By 1 barrel beef - -	7 10 0
	30 half bbls. beef - -	16 1 0			By 30 half barrels beef, at $10 - -	150 0 0
	At 4s. 4d. per dollar sterling	192 6 4	£ s. d.			
			444 6 0			
	To cash paid Captain Otis - -	- -	1 16 0			
30	To cash, tonnage dues 1s. 6d. sterling per ton -		34 12 6			
	To cash, wharfage on 160 M feet lumber, at 2s. currency - - - -		16 0 0			
	To cash paid Captain Otis - - -		2,544 12 0			
	Currency	3,040 6 6			Currency	3,041 6 6

E. E.

TRINIDAD, *January* 30, 1837.

GREGOR TURNBULL.

Captain James Otis to John W. Miller.

1837.		
April 30	To a barrel molasses, 26 gallons, at 30 cents -	$7 80
	80 pounds sugar, at $6 - - -	4 80
	paid tonnage duty of Frances Ellen -	69 25
	paid you in full - - - -	4,791 94
		4,873 79
	By net proceeds of cargo of brig Frances Ellen	4,873 79

E. E.

TRINIDAD, *May* 3, 1837.

JOHN W. MILLER.

Account of sales of cargo of brig Frances Ellen, James Otis, master, from Wilmington, N. C., for account of owners.

May 3	P. Heume, 37,985 feet p. p. lumber, at $40 - -	$1,519 40		
	J. C. Salazar & Co. 49,050 do. do.	1,962 00		
	G. Turnbull, 46,107 do. do.	1,844 28		
	133,142 feet -	–	$5,325 68	
	Cash 1,000 staves, at $40 -	40 00		
	R. Bushe 4,364 " " -	174 56		
	5,364 staves - -	–	214 56	
	Gerold & Urick, 13 barrels tar -	–	52 00	
			5,592 24	
	Charges—			
	Duty on lumber - -	592 22		
	Duty on staves - - -	17 35		
	Wharfage on lumber and staves	25 00		
	Commission one and a half per ct.	83 88		
			718 45	
			4,873 79	

E. E.

TRINIDAD, *May* 3, 1837.

JOHN W. MILLER.

Captain Joseph L. Sturdevant, (brig Dunlap,) in account with E. B. & J. Thaley.

1837.				
Jan. 10	To cash paid King's tonnage duty on 197 tons, at 2*s.* 3*d.*, £22 3 3 stg., exchange 50 per cent. - -		$106 38	
14	To cash paid you - - - -		2 00	
18	Do. do. - - - -		1 00	
23	To cash, clearance fees:			
	Colonial tonnage on 197 tons, at 16 cents - -	$31 52		
	Treasurer's fees -	2 00		
	Bond - -	2 00		
	Secretary's fee -	3 00		
	Mole-head pass -	2 00		
			40 52	
	Consular fee - - -		4 00	
24	By net proceeds cargo brig Dunlap, sold per your order - -		–	$4,374 63
	To cash paid you in full, 259 Spanish doubloons, at $14 39	$4,158 39		
	To premium thereon, one and a half per cent -	62 34		
			4,220 73	
			$4,374 63	$4,374 63

Errors and omissions excepted.

BARBADOES, *January* 24, 1839.

E. B. & J. THALEY.

Approved:

JOSEPH L. STURDEVANT.

Account of sales of cargo of brig Dunlap, Joseph L. Sturdevant master, from Bath, U. S., sold per order of said master.

1837.			
Jan. 23	John Thomas, 15,390 feet W. P. lumber, at $30 50 per M.	–	$469 39
	Pierrepont & Crocklow, 33,889 ft. W. P. lumber, at $30 50 per M.	–	1,033 61
	Ed. Knight & Co., 50,744 ft. W. P. lumber, at $30 50 per M.	–	1,547 69
	Howell & Jones, 62,531 feet W. P. lumber, at $30 50 per M.	–	1,907 19
	Philip L. Hines, 3,309 wood hoops, at $38 per 1,200	–	104 80
	Philip L. Hines, 100 bundles shooks and heading, at $2 50	–	250 00
	Philip L. Hines, 100 bundles shooks with heading, at $2 25	–	225 00
			5,537 68
	Charges—		
	Cash paid duty on 170,800 ft. W. P. lumber, at 21s. per M., £179 6 10 st'g. £102 12 st'g, exchange 66s. per doubloon ; £65 8 st'g, exchange 50 per cent. ; and £11 6 10 st'g, exchange 4s. 4d. per dollar	$863 33	
	Cash paid duty on 6,000 wood hoops, at 5s. 3d. per M., £1 11 6 st'g, exchange 4s. 4d. per dollar	7 26	
	Cash paid duty on 200 bundles, containing 5,000 shooks and heading, at 12s. 6d. per M, £3 2 6 st'g, exchange 4s. 4d. per dollar	14 42	
	Premium on $74, at one and a half per cent. to pay duty on hoops, shooks, and W. P. lumber	1 11	
	Commission on $5,537 68, at 5 per ct.	276 93	
			1,163 05
	Net proceeds	–	$4,374 63

Errors excepted.

BARBADOES, *January* 24, 1837.

E. B. & J. THALEY.

Sales of white pine lumber, ex brig Uncas, Samuel Berry master, from Bath, U. S., by order of said master, and for account and risk of the owners of said vessel.

1837. Nov.	By Anglim, Bridges & Co., 155 M. feet lumber, at $92 - -	—	$14,260 00
1837. Nov. 23	Charges— To cash paid crown duty on 155 M., at 21s. st'g, £162 15;—in dollars	$751 25	
30	To cash paid crown duty on 7,750 ft., at 21s. £8 2s. 9d.;—in dollars -	37 67	
		788 92	
	or	2,366 15	
	To cash paid colonial duty on 162,750 ft., at 4s. 10d. per M. - -	1,067 13	
	To our commission on $14,260, at 5 per cent. - - - -	713 00	
			4,147 08
			$10,112 12

Errors excepted.

DEMARARA, *December* 5, 1837.

W. E. TUILL & CO.

DR. *Captain Samuel Berry and owners of brig Uncas in account with W. E. Tuill & Co.* CR.

1837.				1837.		
Nov. —	To this amount from E. B. & J. Haly, Barbadoes	$16 50	$49 10	Nov. 5	By net proceeds of lumber ex brig Uncas, per sales herewith	$10,112 12
23	Paid security bond	14 00			By half commission, relinquished in favor of Captain Berry	356 10
Dec. 5	Paid sheriff, entering	6 00	20 00			
	Paid clearing fees, viz:					
	harbor-master	43 00				
	stelling permit	44 00				
	sheriff $6, colonial receiver $74 02	80 02				
	col. sec'ry $10, Governm't do. $10	20 00				
	pilotage, in and out	145 00	332 02			
6	To cash paid Captain Berry	44 00				
	To amount of Dr. Alleyne's account	88 00				
	To amount of sexton's account for interment of two seamen	88 00				
	To amount of Anglim, Bridges, & Co.'s account	117 00				
	To one barrel corn-meal	22 00	359 00			
	To cash paid Capt. Berry in full of this account:					
	600 Mexican dollars	1,800 00				
	25 Spanish doubloons at $49	1,225 00				
	139 Columbian doubloons at $48	6,672 00				
	Change $3 83	11 10	9,708 10			
			10,469 02			10,499 02

E. E.

DEMARARA, *December* 6, 1837.

W. E. TUILL & CO.

TREASURY OFFICE,
St. John, (N. B.) April 23, 1839.

Schooner Delaware, 73 tons, of Philadelphia:

	£	*s.*	*d.*
Bay of Fundy light-houses, at 4*d.* per ton, - -	1	4	4
Marine hospital, at 1½*d.* - - - -		9	1½
Received:	1	13	5½

W. M.

PORT OF ST. JOHN, *April* 24, 1839.

Delaware, 73 tons, Wait, master:

	s.	*d.*
Harbor-master's fees for voyage - - - -	3	9

Received payment,
STEPHEN HERBERT, *Collector.*

PORT OF ST. JOHN, N. B.

Schooner Delaware, tons 74, Wait, master:
Corporation anchorage - - - - - 5*s.*
Received payment, 25th April, 1839.
JOSEPH BEATTENY, *Collector.*

W. E. TUILL & CO.

DEMARARA, *December* 6, 1837.